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CALIBRE 7.65 mm.
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CALIBRE 7.63 mm.
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SHOT. From No. 10 to SSGC at \$2.37 and
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1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

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Hongkong, 19th June, 1908. #32

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Hongkong, 27th November, 1907. #188

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Hongkong, 12th June, 1908. #2918

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SCOTCH WHISKY

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PER CASE - - \$150.

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A VERY FINE WINE, POPULAR
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Hongkong, 3rd June, 1908.

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All letters for publication should be written on one side of the paper only.

No anonymously signed communication that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 104, DES VIEUX ROAD C.
LONDON OFFICE: 131, ELSTREET, E.C.

The Daily Press.

HONGKONG, JUNE 15TH, 1908

A short time back an apparently inspired and cautiously written article appeared in the Morning Post upon the subject of the military development in China, with regard to which so many conflicting statements have from time to time been made. Taking some remarks of Sir ROBERT HART, published shortly after the Boxer rising and an article by Captain KINCALY SMITH in the Empire Review as his texts, he writer reviews the whole question with noticeable knowledge of its various bearings and deals with it, with an amount of impartiality which has not always been shown by those who have written upon the matter; and who have too often shown themselves manifestly influenced either by prejudice or by the desire to serve some distinct political object. In this respect the opinions expressed by Sir ROBERT HART, to which reference is made, may be taken as open to some suspicion of bias. Not that he would intentionally misrepresent the matter; but that from his position and surroundings he is likely to lean rather to the view which the Chinese themselves take of the subject than to an exact estimate of its merits according to the facts so far as they can be ascertained. Even with regard to the bare fact, it must be borne in mind that an officer in the Chinese service, however high placed and experienced, is likely to be dependent upon Chinese sources of information and, as we all know, there are no people more adroit than the Chinese in putting their own colouring upon facts, when they desire to convey a particular impression. Sir ROBERT HART, it will be remembered, pointed to the effects which would be produced

by "twenty millions or more Boxers, armed and drilled or disciplined and animated by patriotic, if mistaken, motives, who would make residence in China impossible for foreigners, would take back everything that foreigners have taken from China, would pay off old grudges with interest and carry the Chinese flag and Chinese arms into many places that even fancy will not suggest to-day." The writer thinks there are signs that this prophecy may one day to some extent be fulfilled, but having said so much he is careful to qualify his assertion by a fair estimate of the actual facts so far as they are known, and which give much significance to the "some extent" to which the prophecy is thought likely to be realised.

That China is making an effort to improve her military system, of course, well known; and Captain KINCALY SMITH points out the direction in which this improvement is being attempted, namely in centralising the Army and doing away with the old system of relying upon provincial levies. Thus it will be seen that the military question in China is of the same nature as the civil problem, namely the necessity for bringing about more real centralisation and working up a national, in place of the intensely provincial, sentiment, which has hitherto in reality (though quite contrary to theory) been prevalent throughout the Celestial Empire. When the matter is frankly looked at from this point of view the difficulties in the way of arriving at the supposed twenty millions of thoroughly disciplined and organised troops become apparent. The efficiency of the Chinese army upon any large scale will be dependent upon the manner in which it is administered more than upon the mere drilling and disciplining of the troops. Upon this point the writer of the article which has called for these remarks is prudently reserved. He says, with truth, that "large and well equipped training colleges for officers have been established, and a number of Chinese have been sent to Japan, Germany and France to receive military instruction," but significantly adds "that the administrative side of the work connected with the new troops is free from the corruption which taints official activities in China is improbable, but the success with which some of the divisions have been maintained and equipped suggests that more honest and efficient methods are being introduced." This is an unfortunate admission to have to make; but no one dealing with the subject fairly could leave the fact unnoticed. Corruption is the old trouble that underlies all reforms in China; and in no direction are there greater facilities for malpractices of this kind than in connection with an Army. Then there also comes, for consideration the bona fide question of money for maintaining a vast body of men; and whether an army of "twenty millions" is spoken of as a possible contingency, this question assumes somewhat large proportions. Even at present there it is found difficult to obtain money for the support of the troops that have been raised by the energy of YUEN SHI-KAI; and if such is the case, we can easily see a limit to the exaggerated estimates of China's military power that have so often been made. On the whole, there is not by any means so great cause for apprehension on this score as has often been represented. The Chinese would always be impatient of the expense of maintaining a very large Army on a peace footing, and it would be necessary to do so, in order to have one in the event of war. The idea that China will become impregnated with military ardour, and endeavour to make conquests abroad as she did in old (now very old) times, is negatived by all we have known of late years of her traditions and instincts; and it is only upon such a supposition that the idea of her organising any such extensive military preparations as have been suggested can be entertained. That she should have an improved military force upon which the Central Government can rely would tend to the preservation of internal order; and this is probably what statesmen like YUEN SHI-KAI see clearly and wish to provide for. An attempt to militarise the whole nation upon so large a scale as to be a menace to her neighbours, and more especially to Japan, would in all probability lead to the opposite result.

To-day is the twentieth anniversary of the accession of Emperor Wilhelm II of Germany.

The proclamation by the Governor prohibiting the exportation of arms and ammunition is repeated in the Gazette.

The Civil Service sports, which should have been held on Saturday, had again to be postponed on account of the rain.

A coolie, brought before the Magistrate on Saturday charged with attempting to commit suicide at Yunnanfu the previous day, gave as a reason that he was poor and friendless. He was remanded, pending inquiries.

At noon on Saturday the plague total was 743 cases.

At the Marine Court on Saturday the coxswain of a launch was fined 25 for discharging salvoes into the harbour. He pleaded that he had no time to sweep up.

A Chinese foreman employed on the Kowloon-Canton Railway met with an accident at Yunnanfu on Friday. He attempted to board a passing locomotive but failed and fell back, his right foot being caught in the wheels and crushed.

Rule 45 of the Hongkong Volunteer Regulations, 1908, is cancelled by a regulation made by the Governor-in-Council and the following shall be substituted for, and read in lieu thereof:—45. All Hongkong Volunteer Corps Regulations previous to this date are hereby revoked."

The movement to establish a Belgian-Japanese Bank in Japan is reported to be making good progress. The Japanese papers report that if the Kobe promoters will subscribe half a million yen toward the capital the main office of the bank will be established in Kobe, but if the amount subscribed is less than the above amount only a branch office will be established there. The Kobe men are, however, more in favour of the Franco-Japanese Bank.—"The Kobe Herald."

The premises occupied by Messrs. Dix Brothers in Wyndham Street were burglariously entered on Friday night and goods to the value of \$150 were stolen. The thief had gained an entrance by breaking a fan light above the front. He prised open all the drawers and took away with him a roll of lining. Less than a month ago an attempt was made to enter the premises from the rear. Bloodstains indicated that the thief on Friday night had cut himself on the jagged glass of the broken window.

The Rev. Mother Superior of the Home for the Poor, Italian Convent, Wanchoi Branch, requests us to acknowledge the generous donations noted below:

The Hon. Comptroller in charge of the Funeral Service of their Majesties the late King and Prince of Portugal by the Hon. Treasurer Mr. H. M. Ross	\$50.00
10 others	35.50
Collected by Mr. C. J. Parsons	35.50
Collected by Mr. Murphy	20.00
Baby Alves	20.00
Kind Friends	2.00
Collected by Mr. Wood	11.00
The Co-operative Society	10.00
A Kind Friend	10.00
A Kind Friend	10.00
A Kind Friend	10.00

Readers contemplating a visit to Japan will be interested in the announcement appearing on our front page of the opening of a new strictly first class hotel at Kobe, designated the Tor Hotel. It is most pleasantly situated and has among its attractions extensive gardens and pleasure grounds. The hotel which is under the management of Mr. W. A. Martin, has accommodation for 200 guests and the

unnoticed. Corruption is the old trouble that underlies all reforms in China; and in no direction are there greater facilities for malpractices of this kind than in connection with an Army. Then there also comes, for consideration the bona fide question of money for maintaining a vast body of men; and whether an army of "twenty millions" is spoken of as a possible contingency, this question assumes somewhat large proportions. Even at present there it is found difficult to obtain money for the support of the troops that have been raised by the energy of YUEN SHI-KAI; and if such is the case, we can easily see a limit to the exaggerated estimates of China's military power that have so often been made. On the whole, there is not by any means so great cause for apprehension on this score as has often been represented. The Chinese would always be impatient of the expense of maintaining a very large Army on a peace footing, and it would be necessary to do so, in order to have one in the event of war. The idea that China will become impregnated with military ardour, and endeavour to make conquests abroad as she did in old (now very old) times, is negatived by all we have known of late years of her traditions and instincts; and it is only upon such a supposition that the idea of her organising any such extensive military preparations as have been suggested can be entertained. That she should have an improved military force upon which the Central Government can rely would tend to the preservation of internal order; and this is probably what statesmen like YUEN SHI-KAI see clearly and wish to provide for. An attempt to militarise the whole nation upon so large a scale as to be a menace to her neighbours, and more especially to Japan, would in all probability lead to the opposite result.

For a good many years the British India Company ran a line of steamers to Queensland ports by way of Torres Straits, but since 1906 the company's services have taken the Capo route. This does not, apparently, quite fall in with the views of Queensland, whose Agent-General has been inviting tenders for a four-weekly service between Brisbane and London, calling at various North Queensland ports, and proceeding via Torres Straits. The employment of vessels of moderate tonnage and with large refrigerating space is pointed at, and apparently it is to be made a condition that only white crews shall be engaged. Emigrants are to be carried at £12 "per state adult." From the point of view of the Queenslanders, Torres Straits presents the natural route to Europe, and although it is credited with being not altogether free from navigational dangers, it was not to be expected that its re-employment in the manner now proposed could be very long delayed.

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LATEST STEAMER MOVEMENTS.

The P. & O. str. *Socotra* left Singapore for this port on the 12th inst. at 6 a.m.

The N.Y.K. str. *Yutoroku Maru* (Bombay Line), left Singapore for this port on the 11th inst. and is expected here on the 18th inst.

The Boston str. *Shawmut* arrived at Kobe on the 13th inst.

TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE]

THE NAVAL DISASTER.

LONDON, June 14th.

Captain Lumsden of the "Gladitor," which was rammed by the steamer "St. Paul" in the Solent has been reprimanded by a Court Martial and dismissed from his ship.

SUFFRAGETTES.

LONDON, June 14th.

Ten thousand suffragettes demonstrated at the Albert Hall.

BOXING CHAMPIONSHIP.

LONDON, June 14th.

Burns defeated Squires for the boxing championship of the world.

CHINESE ON BRITISH SHIPS.

LONDON, June 14th.

Mr. Churchill announces restrictions on the employment of Chinese sailors on British ships.

SIR ROBERT HART INTERVIEWED.

LONDON, June 14th.

Sir Robert Hart believes in the ultimate suppression of opium, the gradual elimination of foreigners from the Customs, the great spread of Western education; and that China would become a world power. He said the Government favours missionaries.

OBITUARY.

LONDON, June 14th.

Sir John Day is dead. [The deceased knight is better remembered as Mr. Justice Day, having sat in the Queen's Bench Division of the High Court of Justice from 1832 till 1897. He was born in June 1826.]

[REUTER'S SERVICE.]

THE KING IN RUSSIA.

LONDON, June 11th.

Their Majesties the Tsar and King have been appointed British and Russian Admirals respectively. The King left Revel at three o'clock this morning. The Tsar yesterday inspected the British cruiser *Minotaur*, and received the honours due to his new rank. The King conferred numerous honours, including M. Stolypin, who received the Cross of the Victorian Order. The King had a long conversation with M. Isvolsky, Minister for Foreign Affairs, presenting him with his portrait. His Majesty had also two private interviews with Sir A. H. Hardinge, British Ambassador to Russia.

At the meeting of the Council of State presided over by King Manuel on May 7 the decree granting an amnesty for political offenders, excepting those connected with the assassination of King Carlos and the Crown Prince—in commemoration of the King's proclamation was submitted to his Majesty for signature. The King afterwards received in audience several of the foreign Ministers accredited to the Portuguese Court. His Majesty and Queen Amelie also received a number of members of the aristocracy, civil and military officials, and various other persons who came to congratulate his Majesty on the occasion of his proclamation.

On the whole, there is not by any means so great cause for apprehension on this score as has often been represented. The Chinese would always be impatient of the expense of maintaining a very large Army on a peace footing, and it would be necessary to do so, in order to have one in the event of war. The idea that China will become impregnated with military ardour, and endeavour to make conquests abroad as she did in old (now very old) times, is negatived by all we have known of late years of her traditions and instincts; and it is only upon such a supposition that the idea of her organising any such extensive military preparations as have been suggested can be entertained. That she should have an improved military force upon which the Central Government can rely would tend to the preservation of internal order; and this is probably what statesmen like YUEN SHI-KAI see clearly and wish to provide for. An attempt to militarise the whole nation upon so large a scale as to be a menace to her neighbours, and more especially to Japan, would in all probability lead to the opposite result.

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THE BRITISH NAVY.

London, June 12th.

Commenting on the meeting of the King and Tsar at Revel, the German press say that while the changes in European politics, especially as regards Macedonia, were foreshadowed by the meeting, it was only natural that anxiety should be excited, but that the emphatic insistence on peace by both monarchs is destined to dissipate all fears.

next, preparations will be made to lay down another battleship of 21,000 tons displacement and armed with 18.5 inch guns. The new ship may possibly be driven by gas engines, dispensing with funnels, and she will cost 2½ million sterling.

MOROCCO.

London, June 13th.

Mulai Haïd's entry into Fez seriously affects the situation, and will probably oblige France and other powers to consider the position.

THE YUNNAN REBELLION.

London, June 13th.

A semi-official communiqué at Paris shows that France adheres to her demands on China, and also requires that the Chinese shall place no further obstacles to the carrying out of French mining concessions in Yunnan.

THE "LUSITANIA".

London, June 13th.

NAVY LEAGUE AGITATION.

The President and Chairman of the Navy League suggest that there should be a new Naval Defence Act, in other words that a ship-building programme should once more be determined for several years in advance. It is possible that return to that mode of procedure would just now be useful. But the House of Commons before giving its assent to such a measure would probably wish for some information showing how it came to pass that in the period between the last Estimates of the late Government and the first of the present Government the Board of Admiralty in a published paper laid down as necessary an annual minimum of ships to be built, and that the same Sir Lords a few months later were agreed in proposing or accepting a yearly output very decidedly smaller than that minimum. The change of opinion on the part of the present Sir Lords, followed as it has been by changes in the German shipbuilding programme, has shaken the public confidence in the naval advisers of the First Lord, and strengthened the belief that the arrangements existing at the Admiralty fail to secure the best professional advice for the Government upon the large questions of war and of preparation for war. It may be urgent to increase the output of battleships, the construction of docks, and the creation of a base in the North Sea, but it is still more urgent to restore public confidence in the Board of Admiralty. The Admiral who at Christmas told the nation to sleep soundly because the Navy was all that it should be will hardly be able to put his name to a demand for greatly enlarged Estimates next year. This is an aspect of the subject which Mr. Yorburgh and his colleagues seem hardly to have considered. Yet this is the most serious aspect of the subject.

An able writer who, under the title of "Sir Barbara," has lately been exposing the flaws in the Admiralty system of naval gunnery, has in the National Review expressed a strong opinion adverse to the present Board. "During the last three or four years," he says, "we have wasted and destroyed the labours of the whole preceding generation." This is the indictment made against the present Board of Admiralty by a Naval officer who undoubtedly represents the prevalent judgement of the Service. He condemns the scrapheap policy on the ground that "cruisers, sloops, and gunboats, the peace patrol of the Empire, were swept from all seas." He condemns the nucleus crew system and the two-year commission system. He records with disapproval the reduction of the Channel Fleet from sixty-seven vessels to twenty-one and the make-believe creation of a Home Fleet. His review of the actions of the present Board leads him to the conclusion that no one but a partisan "seriously supposed that the Admiralty have any adequate conception of their responsibilities to the Empire." There is not a point in the indictment so far as it is here reproduced which is not endorsed by most naval officers of sufficient standing to be entitled to form a judgment on the questions involved. From the Board of Admiralty which has thus lost the confidence of the profession and of the public it is idle to ask for a Naval Defence Act. The first demand should be for a new Admiralty, and for some authoritative, though not public, inquiry into the actions of the present Board. The condition upon which a Naval Defence Act would be acceptable to the public would be a statement of the public war needs of the Navy. But no statement on the subject issued by a Board which announced the creation of the Home Fleet is that combination of economy with increased war-efficiency which command confidence. A change of the personnel of the Board is absolutely necessary before any demands for fresh outlays can be made acceptable to that part of the public which is in touch with the state of the Navy.

One important change has taken place. Lord Tweedmouth, who was too ready not only to rely upon his principal adviser, but also to throw responsibility on to his shoulders, has been succeeded by Mr. McKenna. The Navy League proposal might with advantage have been postponed until the new First Lord had longer time to look round his office and to shape his policy. The question of a new shipbuilding policy is but a small part of the problem which Mr. McKenna has to face, and it will keep for a few weeks or even a few months. The important thing is the spirit and purpose which the new First Lord brings to his office. No wise man will be in a hurry for its disclosure. The longer a Minister studies his business before choosing his course and adopting a policy the better chance there is that the choice will be right. When the decision has been made that part of the public which attaches importance to the Navy and its readiness for war will have no difficulty in discovering the bent of the new Minister's mind. If he is thinking of war and of readiness for it his acts will reveal his thought. If he is merely thinking of Parliamentary and election tactics his true purpose will be seen, whatever the language which he may employ. But not until he has made his beginning does it seem right either to criticise him or to offer him advice or suggestion.

THE PORT OF VLADIVOSTOK.

The Bill for the abolition of the free port system of Vladivostok has been passed by the Committee of the Duma. Of course at present it still remains a question whether the Bill will pass the Duma or not, remarks the "Japan Times." It may be, however, of some interest to consider the effect upon Japanese merchants of the passage of the Bill. On this subject, some merchants interested in the Russo-Japanese trade say that the port system is more advantageous to exporters than the customs system. Still the effect to be produced on Japanese merchants by the veto of the free port system will not be very great. The principal goods exported from Japan to Vladivostok are daily necessities and building materials, and these goods are exempt from duty even under the former tariff. Fine art work and silk fabrics are under a heavy duty, but these articles do not enjoy great demand, the chief customers being the farmers of Siberia. And if Vladivostok be transformed to a customs port, the tariff system will be framed in a moderate manner. When the former tariff which was copy of the European system was in operation at the port, complaints were raised from the poorer class that it was too heavy. Thus it is quite probable that the former tariff will be moderated. The goods which compete with those sent from Japan in the districts are German, and these German goods will equally feel the burden of duty being for the most part sent by sea. From a permanent point of view, the repeal of the free port system of Vladivostok will not much affect the Japanese trade with Russia. Moreover, as its immediate result, it may give some stimulant to the present dull condition of our trade with Vladivostok. The only point which may trouble Japanese merchants is that the Russian customs officials may treat goods too severely and sometimes may make discrimination, for formerly such was the case with them. So what concerns Japanese merchants is not the tariff rate but the officials.

AT THE GATEWAY OF INDIA.

THE IMPORTANCE OF THE KHUBER PASS TO THE EMPIRE.

Landi Kotal which is apparently in danger of attack by a force of Afghans, is at the Afghan end of the Khuber Pass—the last British post.

Mr. Sidney Low speaks of it as "this lonely sentry-box on the Empire's rim." It is surrounded by mountains. In front lies the unknown, behind runs the narrow pass through the hills leading back to the Indian plains.

It is garrisoned by the Khyber Rifles, a force

recruited from the wild Afridi of the hills,

the relatives of the never-quiet raiders of the

frontier, themselves probably with many lawless

experiences.

These men have been trained by a handful of

British officers. Mr. Low, writing of Landi

Kotal, says—

In this forbidding abiding-place you will find the

British soldier, neat and cool and comfortable,

a boy with clear cheeks and smooth hair, who

handles his half-baked ruffians much as if they were

their captain.

It has to be something of a linguist, an

ethnologist, a cartographer, a diplomatist, this

cheerful youngster; he may be shot down by a

stray sniper from the hills any morning as he

goes his rounds; he has no one to talk to but

three or four of his own comrades, no society, no

amusements, hardly any leisure; he is always

drilling his men, or teaching them, or making

up their accounts, or finding out what mischief

is brewing among the villages.

His life is as hard and as busy as that of the

juniors in the wardroom of man-of-war; he

studies it with the same reserved vivacity; he

keeps his health, his manners, his sense of

humour. There are those who say that the young British officer is always foolish and always idle. They should go and look at him in India, and above all, on the frontier.

The Khyber Rifles keep the peace of the pass,

but fifty yards on each side their jurisdiction

ceases, and beyond that line Afghani and Afghan

communities raid each other and slaughter and work

their own as well.

Through the Khyber Pass, which is at one

part only ten feet wide, Persian, Greek,

Mongol, and Afghan conquerors have poured

successively from the barren mountains of

Central Asia to plunder the rich plains of

India. Through the Khyber again would come

the men of the earth, eager for loot, if once the

protecting hand of Britain were removed from the soft plainman.

The Khyber follows a narrow winding course

of twenty miles, full of perilous twists and

turns between sinister cliffs. It is overhung

by mountains which rise sheer from the pass to

heights varying from 1,400 ft. to 3,000 ft. Yet

in spite of its difficulties, it is the only one of

the many passes that lead from the North-West

Frontier of India into Afghanistan which is

practicable for artillery.

Perpendicular, impracticable mountains of

smooth rock tower 2,500 ft. above its narrow

and deep parts. Groups of promontories nose

themselves at intervals into the gorge, rendering a

quick passage impossible and supplying admini-

sterative cover for the sniper. At India's end of the

cliff is the fort of Jamrud. In the centre is

the famous fortress of Ali Masjid, which was

captured and recaptured several times during

the first and second Afghan wars.

Throughout the pass blockhouses are scattered

at intervals, with loopholes, with entrances reached by hanging ladders,

and drawbridges of the twentieth century. It

was against one of these tiny fortresses that

the Afghans flung themselves with such

dire results.

Prior to the two Afghan wars of 1839-42 and

1878-80, the Khyber was merely a mule-track,

the bed of a narrow water-course. During

those wars it was converted into a road by

British engineers. At the close of the second

Afghan war the Afghani tribes, coming under

British control, concluded a treaty by which

they undertook to secure the safety of the pass

for trade in return for a subsidy from our

Government. For eighteen years they faithfully

kept the agreement. Then they were

swayed away in the fanatical frontier rising of

1879, and they attacked their own garrisons in

the Khyber fort. The Tirah campaign followed.

After the fighting the pass was handed to the

Khanda Khan of the Khyber Rifles.

Once a week the Khyber Rifles specially

guard the passage of trade caravans—long

convoys of camels, oxen, asses, heavily laden

with well-paired loads.

Three times have British troops forced the

Khyber—in the first and second Afghan war,

and again in the Afghani campaign of 1878-79.

The British Army in Afghanistan was totally

destroyed in the pass in 1842, the year after

the insurrection in Kabul. Retreating from

Kabul, the British were followed by Akbar Khan and large army of Afghans.

Mountaineers covered the heights on either

side of the pass and poured a murderous fire

on the retreating force. Akbar Khan declared

that he could not restrain the mountaineers,

but at the same time he permitted his Afghans

to share in the massacres and plunder.

Thousands of British troops and campfollowers

were carried off by successive volleys, or died of

hunger and privation, or fell down in snow

from wounds or fatigue and were butchered by

the Afghans.

The forces left Kabul with four thousand

fighting men and twelve thousand followers.

Only a solitary individual and English surgeon, managed to reach Jalalabad.

The Khyber Pass affords a striking example

of the complex character of British rule in

India—a protected British highway through

tribal territory, where no law is respected except

the law of force.

THE SENSES OF THEIR DEBATE.

At a recent examination in one of our local

Chinese Schools the scholars were asked to write

an Essay, in English, on the subject of:

"Which are the healthier, Chinese or Foreign

dressing houses?"

The following for an example of English as

she is writ" should take the prize.

I am sorry that I cannot explain the building

about the foreign and Chinese into which

they are held. Yesterday I had spoken about it

with my friends. They said that the Chinese

building is much better than foreigners. In

such a debate their sense also true and right.

The sense of their debate was that the foreign

building is too high and overgrown and always

built on the top of the hill. In the summer

it receives the most heat from the sun;

the people who live in it is the same as

putting in the stove but in winter it is fully

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business messages to THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C., 5th Ed.
Liberia.
P.O. Box, 33. Telephones No. 12.

NEW ADVERTISEMENTS

NOTICE.

A NY persons having claims against the Estate of the late Colonel HENRY MARTIN, late P.M.O., South China Command, are requested to forward the same to the President Committee of Adjustment, on or before the 15th July, 1908.
S. MACDONALD, Major, R.A.M.C., President, Committee of Adjustment, Hongkong, 15th June, 1908. 959

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain A. L. Valentin, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay & Co. on SATURDAY the 27th June at NOON, taking passengers and cargo for the above port in connection with the Company's s.s. "MOULTAN" 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France & Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR" due in London on the 9th August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 15th June, 1908. 1

IN THE MATTER of the Estate of JOAO MARIA ANTONIO DA SILVA late of Victoria in the colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 68 of the Probates Ordinance 1897 made an Order limiting it to the 2nd day of August, 1908 for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the undersigned before the said date.

Dated this 4th day of May, 1908.

J. M. PLACE DA SILVA,
Executor. 840

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that THE GANDY BELT MANUFACTURING COMPANY, LIMITED of Wheatland Works, Wheatland Lane, Seacombe, Cheshire, England, have on the 31st day of January, 1908 applied for the registration, in Hongkong in the Register of Trade Marks, of the following TRADE MARK—the word

GANDY

in the name of the GANDY BELT MANUFACTURING COMPANY, LIMITED, who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the Applicant in respect of the following Goods—

MACHINE BELTING, Class 25.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of May, 1908.

DENNYS & BOWLEY,
860 Solictors for the Applicant.

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS, All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 1st June, 1908. 651

THE GRAND HOTEL DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS. Situated in close proximity to the Harbour and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE, M. MAILLE Proprietaires.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 600

INTIMATIONS

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. GRO. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed Acting SECRETARY to the Company.

HENRY W. SLADE,
Chairman.

Hongkong, 3rd June, 1908. 929

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

T E CERTIFICATE No. 589 for Ten Shares, numbered 23641 to 23650, standing in the Register in the name of Goh Horw The, having been declared LOST, Notice is HEREBY GIVEN that unless the said Certificate is produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors.

A. B. ROUSE,
for the Secretary.

Hongkong, 3rd June, 1908. 925

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM, for a period of THREE YEARS, commencing from the 1st July proxime to the end of June, 1911. TENDERS must be submitted in SEALED ENVELOPES.

The conditions for bidding are as follows:—
1. Persons desirous of bidding must Deposit with the Provost of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Pledge of the bona fides of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudication.

2. The TENDERS, which must be in sealed covers, addressed to the Provost, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted.

4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent IN CASH of ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable.

5. The UPSIDE VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 a month.

The Clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOCENCIO MAHEE,
Secretary to the Board of Directors, Santa Casa da Misericordia.

Date at Macao, Chambers of the Santa Casa da Misericordia.

26th May, 1908. 917

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD, Hongkong, 9th February, 1907 588

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 477

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. 575

INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agent. Hongkong, 21st April, 1897. 114

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agent. Hongkong, 21st April, 1897. 114

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLET, M. MAILLE Proprietaires.

83

THE HONGKONG DAILY PRESS, MONDAY, JUNE 15th 1908.

1. AUTHORIZED CAPITAL... \$300,000

SUBSCRIBED CAPITAL... 276,500

PAID-UP CAPITAL... 682,500

II. FIRE FUNDS... 3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO. Agents. Hongkong, 27th April, 1907. 1146

AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M ESSRS. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION

TO-DAY (MONDAY), the 15th day of June, 1908, at 12 o'clock Noon, at their AUCTION ROOM, No. 8, Des Voeux Road, Central, (Corner of Ice House Street),

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118 with the Premises thereon known as Nos. 18, 19, 20, 22, 24 and 26, ELGIN STREET, Nos. 50, 52, 54 and 56, PEEL STREET and Nos. 26, 28, 30, 32, 34 and 36 STAUNTON STREET.

Area 16,317 Square feet. Crown Rent \$72.00. Particulars and Conditions of Sale may be obtained from the Vendors Soleitors.

Messrs. DEACON LOOKE & DEACON,

1, Des Voeux Road, Central, and also from

THE AUCTIONEERS.

Hongkong, 2nd June, 1908. 951

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

On TUESDAY AND WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day at H. M. NAVAL ESTABLISHMENTS,

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising—

OLD AND SURPLUS NAVAL STORES:—

CHAIN CABLE, WOOD BLOCKS,

HOSES, TOOLS, OLD IRON & METAL,

ELECTRIC CABLE, MATS and MAT-

TINGS, WOOD BOXES, LEATHER,

COAL SACKS, OLD INDIA RUBBER,

OLD BOATS, FURNITURE, CARPETS,

&c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—

PROVISIONS, SEAMEN'S CLOTHING,

BLANKETS, MESS TRAPS, IMPLI-

MENTS, STAVES, and a Quantity of

ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

Terms of Sale:—At Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 6th June, 1908.

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready

for Building at a Cheap Price.

PERCY SMITH & SETH,

Accountants & Auditors, &c.

No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE

STAMPS.

3,000 all different for ... 853

2,000 do. ... 853

THE TRADE MARK ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that GODFREY PHILLIPS & SONS of 112, Commercial Street, London, England, have on the 21st day of January, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following 28 TRADE MARKS:-



in the name of GODFREY PHILLIPS & SON, who claim to be the Sole Proprietors thereof.
The above TRADE MARKS have been used by the applicants in respect of the following Goods namely: TOBACCOES and CIGARETTES in Class 45.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the under-signed.

Dated 13th April, 1908.

BRUTTON & HETT,
39, 41 and 43, Des Voeux Road Central,
Victoria, Hongkong, on behalf of the Applicants,
GODFREY PHILLIPS & SONS.

715

THORNE'S
OLD VAT

PER CASE



15
99

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
A. S. Watson & Co., Ltd., Hon. of Commerce.



The original sarsaparilla recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUT & CO.
Paris, France.

THE REVOLUTION IN CHINA.

According to news from Peking, not always trustworthy, the revolutionary movement in Yunnan, which threatened to assume serious proportions, has been nipped in the bud, but it is doubtful whether this check heralds the total defeat of the movement, if we are to judge by a remarkable article from the pen of Count de Pouvoirville, former Attaché in the Government of French Indo-China, which appears in the *Deutsche Rundschau*. The author, who has sojourned for eight years in and about the region of South China principally affected by the present revolutionary movement and in Indo-China, and is therefore qualified to pass an opinion, takes rather a serious view of the matter, maintaining that the movement is important enough eventually to end in the overthrow of the reigning dynasty. (There can be no doubt, he says, that the origin of the insurrection is the fact that a foreign dynasty is in possession of the throne of China.) The Chinese of the North are mostly of the same blood as the reigning family, or at any rate are in proximity to the native territory of the latter, and are therefore satisfied with the prevailing conditions; but those of the South, who represent the original Chinese stock, are becoming discontented as the dawn of a new era of progress rouses them from the torpor of ages.

The Reform movement in China has attained the essential result aimed at, says Count de Pouvoirville, and from which all the others depend. It was necessary to secure a joining up of the provinces of the Empire in one whole—not politically, but socially and intellectually—that the Chinese of the South might grasp the fact that their best interests are served if all the citizens of the State act in unison. Such a sentiment has not hitherto been apparent in China: to-day it prevails. All the efforts of the Reformers and their gatherings have aimed at this result, until recently the Government controlled the situation peacefully. The provinces were almost in complete isolation, separated by party jealousies or even deadly hate. Rebellions could be quickly suppressed. As they usually arose from unpopular taxes, it was only necessary, in case of extreme danger, to abolish those imposts in order to restore tranquillity. Moreover, the disturbances were confined to the areas of their origin, beyond which their existence was not even known. But these times are for ever past, the Imperial Conqueror, despite his authority, is unable to hold back all news, and we now find a general movement of unanimity throughout eight provinces, wherein troops of the revolution are gathering strength. The highest representatives of the Emperor can no longer conceal their fears, and some of the Viceroys are resigning their office, not from considerations of health, but in order to escape responsibility for a revolution which they themselves are ready to break out.

What is the political object of this unexpected coalition of the units of the vast race which numbers in its own territory nearly 500 million people? The approaching Revolution and the present unification have for object, says Count de Pouvoirville, the overthrow of the reigning Manchu dynasty and the substitution of a purely Chinese régime. The revolutionaries have adopted the war cry "Down with the Tsing: long live the Ming!" It is significant to note that in spite of the Imperial Customs, arms and munitions of war are introduced into China in increasing numbers. Two of the principal phases for this secret traffic are situated near the Indo-China frontier. The simultaneous rising in several provinces prevents the formation of an Imperial body of troops strong enough to assure decisive victory, and the difficulty is further complicated by the wavering among the soldiers themselves, many of whom are throwing in their lot with the revolutionaries.

Differing from most authorities on Chinese questions, Count de Pouvoirville estimates the influence of Sun-yat-sen as considerable. It is only recently, he says, that Sun-yat-sen, leader of the anti-dynastic movement, has again appeared in the field. He has returned from Singapore, where he had been making his preparations in order to attempt the removal of the present régime and the raising of a large army. Sun-yat-sen knows, and teaches, that history presents a series of set-backs; he knows the history of the national movement in China, and he is determined that this, at least, shall not be restrained. The Tsinian Rebellion only came to an end through the interference of foreign Powers in the affairs of the Empire, and especially through the energetic military advance of the celebrated Gordon. Had it not been for Europe, and especially England, the Manchu dynasty would have ceased to exist sixty years ago, and the Chinese race would have regained its integrity. Sun-yat-sen has now attained a double result: first that the Chinese people are decided not to appeal to foreign aid, in their affairs, and secondly that the programme of the Reform party includes the utmost protection and complete security to Westerners residing in China in the event of the party triumphing.

"The Manchu dynasty is the scapegoat for all the tribulations which have afflicted not only China but Europe in its dealings with China. In a proclamation issued by Sun-yat-sen and affixed to all the pagodas and public places, he maintains that foreigners have only been persecuted since the Manchu dynasty was inaugurated. The Chow, the Han, and the Ming dynasties accorded protection to the Nestorian in Tsinian, the Buddhists in the whole of the South, and the Catholics in Peking; but the Manchu dynasty has persecuted the white races and their religions and has closed every step to progress and industry. Count de Pouvoirville goes on to point out the friendliness of the revolutionaries towards foreigners. As soon as disorder breaks out, their first concern is to see that the European quarters are protected, and Chinese anti-foreigners receive short shrift. Thereby Sun-yat-sen hopes to receive European sympathy. He is careful to point out that the movement has nothing in common with the Boxer and other anti-foreign outbreaks, which are entirely opposed to the aims of the Reformers. It would appear from the remarks of this writer that the national movement which is so evident at the present time is a phase of revolutionary activity, although not generally recognised such, even among the nationalists themselves. This is just where the ingenuity of the revolutionaries is manifest. They are pushing the national movement for all it is worth, keeping back the main object—the overthrow of the dynasty—where it is not politic to expose it, as they are convinced this will be the inevitable consequence of the national movement. Thus they are furthering their aims by open and legitimate channels. They are carrying on a nationalistic propaganda among the Chinese resident abroad, not secretly but through high officials of the Government, naval officers, and others, who in the various foreign ports, where Chinese are established, preach the spirit of nationalism, more or less sincerely in the name of the Emperor. We find, for example, an official appeal by an emissary of the Court to all true Chinese to rally round the "Son of Heaven" in protecting the fatherland

against certain dangers, one of which is presented by Japan, which has "taken the inheritance of the Hans, Tangs, and the Tungs—the lands of Korea, Formosa, and Manchuria—and has thrown down the supremacy of the ancient land of Chow." This proclamation, while perhaps not the actual work of the Reformers, is propagated by them in the interests of nationalism as furthering their policy. Hence it arises that the Reformers are apparently working with diametrically opposed principles according to the circumstances, the revolutionary outbreak at Yunnan being only a premature manifestation of a feeling which is fostered in secret in all parts of the empire. Unfortunately, Count de Pouvoirville cannot escape from the hoary "Yellow Peril" scare which seems to afflict most French publicists, as he concludes his article by hinting that the present friendliness of the revolutionaries for Europeans being only a means to an end, it behoves us to watch that the "Appeal to the Yellow Race" does not become transformed into an "Appeal against the Whites" when that end is attained.—*Japan Chronicle*.

SHARE REPORT.

Messrs. Erich Georg & Co, say in their weekly share report dated Hongkong 13th June, 1903—Our market during the week under review has remained very quiet, and but little has been done. The sterling demand rate of exchange on London closes at £s. 3-11-16d., while rates on Shanghai are Tls. 74 for a Bank T.T., and Tls. 75 for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Draft being Tls. 74. Barter in London is quoted 24/-, and Consols £37. The Bank of England rate-discount remains at 2% per cent., and the private market rate of discount is 14 per cent.

BANK SHARES.—A few Hongkong and Shanghai Bank shares sold at \$750, closing with buyers at \$755; the London rate has advanced to £78. 10s. Od., and the Shanghai rate is \$70 at an exchange of Tls. 73. National rates are unchanged.

MARINE INSURANCE SHARES.—A small lot of Union sold at \$790, and there are sellers at \$795. Other stocks under this heading are unchanged and without transactions.

FIRE INSURANCE SHARES.—Hongkong are in request at \$315. China sold at \$93, at which figure a few shares are on offer.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat shares sold at \$29, but on receipt of the news of the total loss of the a.s. "Pown," a favourite boat amongst the Chinese, fell to miles and sellers at \$29, and it is probable that shares could be got at \$28. The Company had a share of the in the "Pown," but the book value is fully covered by insurance. Indo-Chinas are unchanged, and so are Chinas and Manila, and Star Ferries. Douglas have dropped to sellers at \$37. Shell Transport, in sympathy with a rise in London, have buyers at 45, the London rate is 47s. 6d., sellers. Union Waterboats are wanted at \$10.

RAFINERIES.—China Sugars changed hands at \$13 and \$124, and shares are wanted at last rate. Luzon are unchanged.

MINING SHARES.—Charbonnages show no change. Raubs are weak with sellers at \$3 Chinese Engineering and Mining Company's shares have buyers in the North at Tls. 16.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company's shares sold at \$102, but a few shares seem to be on offer now at \$107. Fewicks and New Amoy Docks are unchanged. Shanghai Docks have eased down a bit, closing with buyers at Tls. 87. Hongkong and Kowloon Wharf and Godown Company's shares changed hands at rates ranging between \$32 and \$35, closing with sellers at \$34. Shanghai and Hongkong Wharves have advanced in Shanghai to buyers at Tls. 235.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands sold at \$90, but have further sellers. Kowloon Lands have been taken off the market at \$26. Shanghai Lands have buyers in the north at Tls. 121. Other stocks under this heading are unchanged and without sales.

COTTON MILLS.—Ewes have fallen to Tls. 57, other Shanghai Mills are unchanged.

HONGKONG CONGOLTONS are quiet, but steady at \$103.

SUNDRY MANUFACTURING COMPANIES.—China Light and Power have buyers at \$64, Shanghai \$63. Hongkong Electrics sold at \$16 Green Island Cement shares sold in fair quantities at \$104 and a further enquiry exists. In other stocks under this heading nothing has been done and rates are unchanged.

MISCELLANEOUS.—China-Borneo-fetched \$102, closing steady. China Providents are in demand at \$90, after reported sales at \$93 to \$95. Langkata have sellers in Shanghai at Tls. 520; A. S. Watsons are obtainable at \$92. Other stocks under this heading are unchanged and without transactions.



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THE BIGGEST STORE
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WEST BROMWICH & QUEEN'S RD.,
LONDON, W.

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A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigour. It is liable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The Allenbrys' Foods are so prepared as to remove the difference between cow's milk and human milk, and they are an easy of digestion for the child.

The Allenbrys' Foods are alike suitable for the delicate and robust, and when used as directed, from the best means of causing digestive disturbance. The divided process of weaning is thus made easy and comfortable both to the mother and child.

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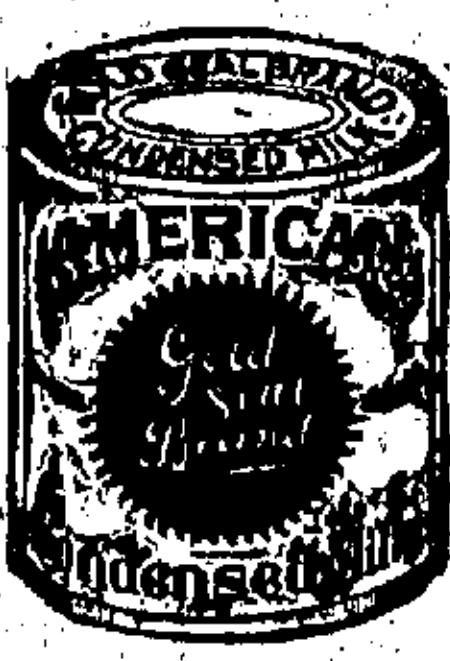
MILK FOOD No. 1.
From birth to 3 months.

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From 3 to 6 months.

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From 6 months and upwards.

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FEEDING SENT FREE.

ALLEN & HANBURY'S LTD., 37, LOMBARD STREET, LONDON, E.C.



NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO. of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAGE BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN's special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

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Hongkong, 25th May, 1908.

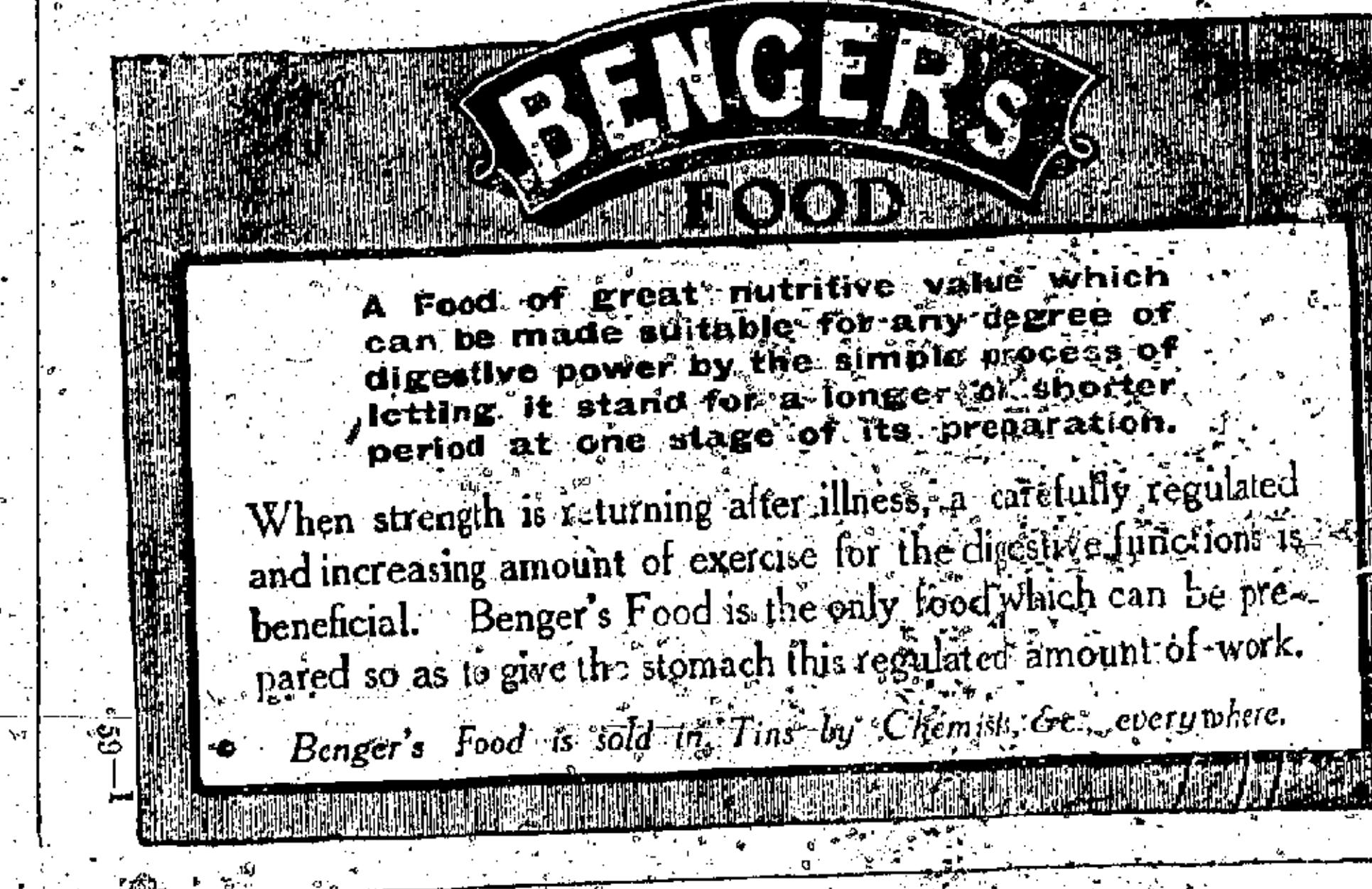
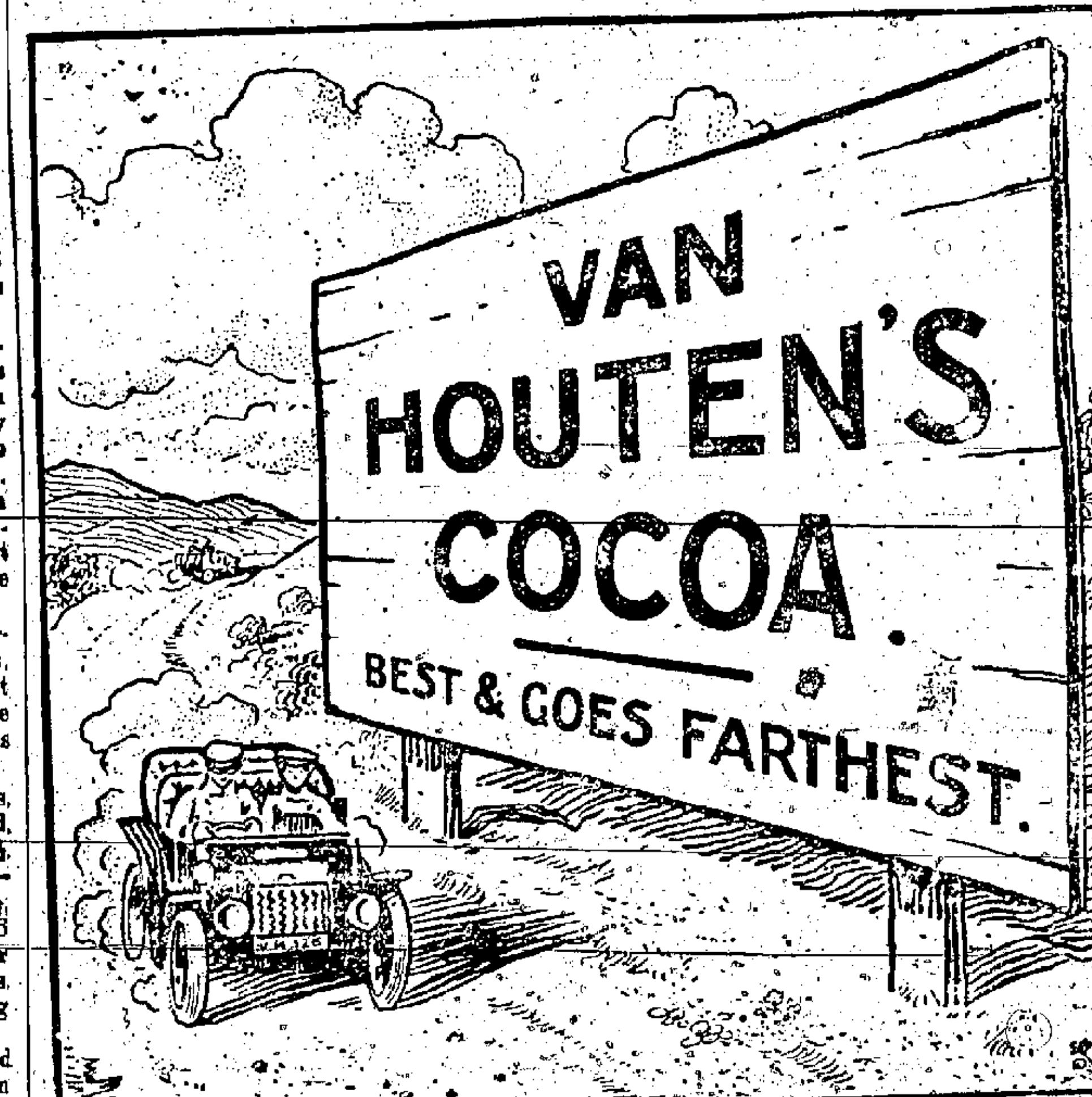
DINNEFORD'S

The Physician's
Care for Gout,
Rheumatic Gout
and Gravel,

SAFEST and most
Effective Aperient
for Regular Use.



MAGNESEA



When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive function is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

SHIPPING.

ARRIVALS.

ARRATOON, British str., 2,931, A. Stewart, 13th June—Moji, 6th June, General—David Sisson & Co., Ltd.
BRAMBLE, British gunboat, 710, Lieut.-Comdr. Bon R. O. D. Bridgeman, 14th June—Shanghai June 5th, and Augt 13th.
BUJUN MARU, Japanese str., 1,118, M. Nomoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kaisha.
CATHERINE ARCA, British str., 1,759, W. D. A. Thomas, 13th June—Calcutta via Singapore 8th June, General—David Sisson & Co. Ltd.
CHONGMING, Brit. str., 1,256, V. McClymont Liddell, 14th June—Tientsin via Ports 6th June, General—Jardine Matheson & Co.
CHIUXUN, Chinese str., 1,177, C. Stewart, 13th June—Shanghai 9th June, General—Chinese.
DELMI, British str., 4,783, J. D. Andrews, 13th June—Shanghai 9th June, General—G. P. O. S. N. Co.
FRETSOF, Norwegian str., 891, Olaf Andersen, 14th June—Seigon 9th June, Rice and Cotton Seed—Aagard Thorson & Co.
HAITAN, British str., 1,833, J. S. Ronch, 14th June—Fuchow June 11th, Amoy 12th and Swatow 13th, General—Douglas Lapraik & Co.
HUICHOW, British str., 13th June—Canton.
ITAKA, German str., 1,450, Vogler, 13th June—Chinkiang 6th June, General—Hamburg Amerika Line.
KAGA MARU, Jap. str., 3,900, G. S. Lapraik, 14th June—Japan and Shanghai 11th June, General—Nippon Yusen Kaisha.
KAIFONG, British str., 987, H. Mathins, 13th June—Wooil 6th June, Wood and Hump—Butterfield & Swire.
LINAN, British str., 1,351, C. A. Williams, 14th June—Chingwatau 7th June, Coal—Butterfield & Swire.
MEFOO, Chinese str., 13th June—Canton.
NIRION, Austria str., 4,017, E. Tarabochia, 14th June—Trieste 24th Apr. & Singapore 8th June, General—Sander, Wieler & Co.
ONIANG, British str., 1,787, Cox, 14th June—Moji 7th June, Coal—Jardine Matheson & Co. Ltd.
RAJABURI, German str., 11,39, H. Bromer, 13th June—Bangkok 8th June, General—Melchers & Co.
SHOSHU MARU, Japanese str., 998, I. Ijichi, 14th June—Shanghai via Swatow 13th June, General—Osaka Shosen Kaisha.
SIGNAL, German str., 930, G. Schlaikier, 14th June—Haiphong June 10th & Hoioh 13th, Rice and General—Jehesu & Co.
TELMACHUS, British str., 1,341, J. Williamson, 13th June—Saigon 8th June, Rice—Chinese.
VAUSHALL, British str., 2,346, Bradhering, 12th June—New York 14th March, and Labuan 6th June, Case Oil—Standard Oil Co.

DEPARTURES.

13th June.
DELHI, British str., for Europe, &c.
EMPEROR OF INDIA, Brit. str., for Vancouver.
GLENAIR, British str., for Saigon.
J. DEIDREICHEN, German str., for Haiphong.
KUOKHANG, British str., for Canton.
NANCHANG, British str., for Amoy.
PITSANULOK, German str., for Bangkok.
PROGRESS, Norwegian str., for Bangkok.
SARDINA, British str., for Shanghai.
TU SHUN, Chinese str., for Shanghai.
ZAPFO, British str., for Manila.
14th June.
BENVOIGLICH, British str., for Nagasaki.
JOHNS MARU, Japanese str., for Swatow.
LOYAL, German str., for Manila.
NICOMEDIA, German str., for Moji & Portland.
SAMSON, German str., for Swatow.
TEUCHER, British str., for Manila.
VAUSHALL, British str., for Canton.

SHIPPING REPORTS.

The British str. *Capeor* reports: Light Southerly wind, fine weather, showery on approaching Gao Rock.
The British str. *Chengkong* reports: Strong South Westerly winds, high sea and heavy rain squalls.
The Norwegian str. *Fritjof* reports: Moderate S. W. monsoon and fine weather.
The British str. *Kaiyong* reports: Fresh breeze slight sea (S.W.) until near approach of Hongkong, latter heavy rain, misty weather.
The British str. *Haitan* reports: From Foochow to Amoy, moderate breeze and sea. Amoy to Swatow, similar conditions. Swatow to Hongkong, fresh S. W. W. with heavy rain squalls and dull overcast weather.

VESSELS IN DOCK.

June 13th.
ABERDEEN DOCKS.—
KOWLOON DOCKS—Soregon, Flume, Courtfield, Arabia, Shantung, Hongkong, Aker Likin, COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Ronch, will be despatched for the above Ports TO-MORROW, the 16th inst., at 2 P.M.

For Freight & Passage apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 13th June, 1908. 967



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON," Capt. E. Tarabochia, will leave for the above places TO-MORROW, the 16th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Prince's Building.

Hongkong, 10th June, 1908. 3

ON SALE.

ROUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office
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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

will be despatched for the above Ports on the 20th June, 1908.

To be followed by the Steamship

"CAENARVONSHIRE"

sailing on about 10th July, 1908.

For Freight or Passage, apply to

SHEWWAN TOME & CO., Agents.

Hongkong, 12th June, 1908. 865

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI,

ADEN, SUZUZ and PORT SAID.

Taking cargo at through rates to the BEAMS

to PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VENICE and ADRIATIC

PORTS.

THE Company's Steamship

"TRIESTE,"

Captain S. Cianak, will be despatched as above

on SATURDAY, the 20th June, P.M.

This steamer has splendid accommodation for

passengers, electric light and carries a doctor.

For information and Passage and Freight

apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 11th June, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DAEWIN, and QUEENS-

LAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at NOON.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

ables, Ice &c, throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the staterooms of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June, 1908. 949

THE AMERICAN AND ORIENTAL LINE.

For BOSTON and NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO,"

will be despatched for the above Ports on

or about THURSDAY, the 25th June.

For Freight apply to

ARNHOLD KARBERG & CO., Agents.

Hongkong, 18th June, 1908. 893

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Lin

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnight

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898. 9

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold

storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday

excepted; to receive and deliver perishable goods

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD, "DOCK."

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 882 "

Water on Blocks at Spring Tide 342 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 32 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 562 "

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

PORT	STEAMERS	TO SAIL	NOTES
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	CANDIA Capt. O. Jones, R.N.	On 16th June	Freight only.
SHANGHAI, MOJI, KOBE, SOOCOTRA and YOKOHAMA	GOEBEN Capt. W. R. Hickey	About 18th June	Freight only.
SHANGHAI	DEVANHA Capt. T. H. Hide, R.N.	About 25th June	Freight and Passage.
LONDON via USUAL PORTS	AEGONIA Capt. A. L. Valentini	Noon, 27th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	PALERMO Capt. J. B. Ferguson	About 23rd June	Freight only.

For further Particulars, apply to

E. J. ABBOTT,
Acting Superintendent.

Hongkong, 15th June, 1908.

CHINA NAVIGATION CO., LIMITED.

PORT	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CATHERINE, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH, AMOY and SHANGHAI	"TSINAN"	On 15th June, 4 P.M.
MANILA	"TEAN"	On 16th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 17th June, NOON.
CHEFOO and TIENSIN	"HUCHOW"	On 17th June, 4 P.M.
HAIHOW and HAIPHONG	"CHIHLI"	On 18th June, 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargoes booked through all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE AGENTS. 11

INDO-CHINA S. NAV. CO., LTD.

PORT	STEAMERS	TO SAIL
SHANGHAI	"WAISHING"	Tuesday, 16th June, Noon.
SHANGHAI	"HANGSANG"	Wednesday, 17th June, Noon.
TIENSIN	"CHONGSHING"	Thursday, 18th June, Noon.
SANDAKAN	"MAUSANG"	Thursday, 18th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 23rd June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KETSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Taking Cargo on Through Bills of Lading to Kedat, Lahad, Data, Simporna, Tawau, Juncion, Jesselton and Labuan.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. 16

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SIAHTS and COLOMBO, to NAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Ports to all European, North Continental and British Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
OUTWARD.

HOMEWARD.	
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR LISBON, HAVRE, BREMEN & HAMBURG:
S.S. SAXONIA ... 20th June	S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR GENOA AND OB MAESSELLES & HAMBURG:
S.S. ISTRIA ... 20th June	S.S. HIBILAS ... 18th June
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG:
S.S. SILVIA ... 26th June	S.S. BRIGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 8th July	S.S. DORTMUND ... 12th July

Further Particulars, apply to—

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

PORT	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, FRIEDR. WILHELMIS. HAFEN, SIMPSONSHAFEN, SAMARAI, SYDNEY and MELBOURNE, YOKOHAMA & KOBE, KUDAT & SANDAKAN	"PRINZ HEINRICH" Capt. P. GEORGE "GOEBEN" Capt. B. WILHELMI "MANILA" Capt. J. MINSLIN "PRINZ WALDEMAR" Capt. W. V. GARDEN "BURTON" Capt. F. SEMBLL	Wednesday, 17th June, at Noon. About Wed'ay, 17th June. Thursday, 18th June, at 5 P.M. About Friday, 26th June. End of June.

For further Particulars, apply to—

NORDDEUTSCHER LLOYD, MELCHIOR & CO., GENERAL AGENTS, HONGKONG & CHINA. 5

Hongkong, 15th June, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Cabin. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	POB	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 20th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 15th June, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI...	JAPAN	Second half of June	JAVA	Second half of June
TJILATJAP...	SHANGHAI	Second half of June	JAVA	Second half of June
TJIMAH...	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG...	JAVA	Second half of June	JAPAN	Second half of June
TJIPANAS...	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st Floor.
Hongkong, 11th June, 1908.JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

18

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days ACROSS the Pacific is the "EMPEROR LINE." Saving 5 to 10 days Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER,

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

STEAMER	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3700	THURSDAY, 18th June	17th July
"EMPEROR OF JAPAN"	6000	SATURDAY, 4th July	25th July
"MONTEAGLE"	6163	SATURDAY, 11th July	4th Aug.
"EMPEROR OF CHINA"	6000	SATURDAY, 25th July	16th Aug.
"GLENFARG"	3700	SATURDAY, 8th Aug.	6th Sept.
"EMPEROR OF INDIA"	6000	THURSDAY, 24th Sept.	12th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. S.S. "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 271.10

Intermediate on Steamers 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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POST OFFICE NOTICE

The *Goben*, with the German mail of the 18th May, left Singapore on Friday, the 12th instant, at 9 a.m. and may be expected here to-morrow, at noon.

FOR	PER	DATE
Macao	Sui Tai	Monday, 15th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Tetuan	Monday, 15th, 3.00 P.M.
Hochow and Pakhoi	Hainan	Monday, 15th, 5.00 P.M.
Takao	Shouku Maru	Tuesday, 16th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Bijou Maru	Tuesday, 16th, 9.00 A.M.
Shanghai	Waishing	Tuesday, 16th, 10.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHA, SHIMODZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Printed Matter and Samples	Tuesday, 16th, 10.45 A.M.
(Supplementary mail of board up to the time fixed for departure of the mail.)	Registration	10.00 A.M.
Extra Postage 10 cents)	(Registration, with late fee of 10 cents up to 10.45 A.M.)	10.00 A.M.
Swatow, Amoy and Foochow	Dock & Wharf	No late fee.
Macao	H. & K. Dock	Letters
Amoy and Shanghai	H. & W. Dock	Tuesday, 16th, 1.00 P.M.
Manila	New Amoy Dock	Tuesday, 16th, 1.15 P.M.
Batavia, Cheribon, Samarang, Soerabaya and Makassar	Shanghai Dock	Tuesday, 16th, 3.00 P.M.
Cebu and Iloilo	Taiji	Tuesday, 16th, 4.00 P.M.
Shanghai	Kaifong	Wednesday, 17th, 10.00 A.M.
	Hangang	Wednesday, 17th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Chao-fu and Fientan

Tientsin

Kaelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver B.C.

Macao

Sundaken

Hollow and Haiphong

DOCTORS & ANALYSTS
TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OURDIAMOND BRAND
AMOROSO SHERRY.

PER DOZEN BOTTLES \$18.00

SAMPLES ON APPLICATION TO—

H. RUTTONJEE & SON.
WINE & SPIRIT MERCHANTS.

Hongkong, 1st June, 1908.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.		
Alhambra	Rs. 200	Nominal.		
Banks—				
Hongkong & Shai.	\$125	\$75, buyers London 27.5.10.		
National B. of China	25	\$51, buyers		
Bell's & Abesitos E. A.	125.00	\$71, sellers		
China-Borneo Co.	\$12	\$103, sales		
China Light & F. Co.	\$10	\$61, buyers		
China Provident	\$10	\$41, buyers		
Cotton Mills—				
Ewo.	Ts. 50	Ts. 57.		
Hongkong	\$10	\$103.		
International	Ts. 75	Ts. 68.		
Lau Kong Mow	Ts. 100	Ts. 77.		
Soychee	\$100	Ts. 290.		
Dairy Farm	\$16	\$104.		
Docks & Wharves				
H. & K. Dock & G.	\$50	\$51, sellers		
H. & W. Dock	\$50	\$107, sellers		
New Amoy Dock	\$82	\$84, buyers		
Shanghai Dock	Ts. 100	Ts. 87, buyers		
Shai & H. Wharf	Ts. 100	Ts. 235.		
Fenwick & Co., Geo.	\$25	\$13, sellers		
Green Island Cement	\$10	\$103, sales & buy.		
Hongkong & C. Gas.	\$10	\$175, buyers		
Hongkong Electric	\$10	\$10, sellers		
Hongkong Hotel Co.	\$60	\$95, sellers		
H.K. Milling Co., Ltd.	\$25	\$22, buyers		
In liquidation	\$100	Nominal.		
Hongkong Rope Co.	\$10	\$25, b.p., ex. n.i.		
Insurances—				
Canton	\$50	\$245, sellers		
China Fire	\$20	\$98, sales		
China Traders	\$25	\$94, buyers		
Hongkong Fire	\$50	\$315, buyers		
North China Union	\$25	Ts. 78, sellers		
Yangtze	\$60	\$144.		
Land and Building—				
Hongkong Land Inv.	\$100	\$99, sales & sel.		
Humbley & Sons	\$10	\$10, buyers		
Kowloon Land & B.	\$50	\$28, sales		
Shanghai Land & Co.	Ts. 60	Ts. 110.		
WestPointBuilding	\$50	\$45.		
Mining—				
Charbonnages	Frs. 250	\$570, buyers		
Raubs	18/10	88, sellers		
Peak Tramways	\$10	\$14.		
Philippine Co.	\$10	\$8, sellers		
Refineries—				
China Sugar	\$100	\$130, buyers		
Luzon Sugar	\$100	\$22.		
Steamship Companies				
China and Manlia.	\$25	\$15, sellers		
Douglas Steamship	\$50	\$71, sellers		
H. Canton & M.	\$15	\$294, sellers		
Indo-China S.N. Co.	\$25	\$38.		
Shell Transport Co.	\$1	40, buyers		
Star Ferry	\$10	\$25, sellers		
Do, New	\$5	\$15, sellers		
South China M. Post	\$25	\$23, buyers		
Steam Laundry Co.	\$5	\$6, sellers		
Stores & Dispensaries				
Campbell, M. & Co.	\$10	\$15.		
Powell & Co., Wm.	\$10	\$54.		
Watkins	\$10	\$18, buyers		
Watson & Co., A. S.	\$10	\$93, sellers		
Weissmann, Ld.	\$100	\$100.		
United Asbestos	\$4	\$17, buyers		
Do, Foundry	\$10	\$10, buyers		
Union Waterboat Co.	\$10	\$143, buyers		
VERNON & SMYTH				
HONGKONG TIDE TABLE.				
From June 15th to 21st, 1908.				
HIGH WATER.				
LOW WATER.				
Days of Month	Hongkong Mean Tides	Height	Hongkong Mean Tides	Height
Mon.	m. 11.7	ft. 1.1	m. 2.35	ft. 2.9
Tues.	m. 9.45	0.8	m. 3.19	2.0
Wed.	m. 10.31	0.9	m. 3.21	2.0
Thurs.	m. 10.57	1.2	m. 3.32	2.0
Fri.	m. 11.21	2.2	m. 4.42	3.2
Sat.	m. 12.4	3.3	m. 5.02	3.4
Sun.	m. 1.21	4.3	m. 5.27	3.8
	m. 1.21	4.3	m. 5.31	3.8
	m. 7.44	4.4	m. 7.44	3.8

HONGKONG METEOROLOGICAL REGISTER.

Previous Day	On Date at 10 a.m.	On Date at 1 p.m.
Bromometer	29.81	29.82
Temperature	81	76
Humidity	78	92
Wind Direction	SW	NE
Force	3	1
Weather	Opas	Opas
Rain	—	0.42
Highs open air Temperature on 13th ...	81	
Lowest open air Temperature on 13th ...	74	

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 9th June, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM MIDDLESBROUGH, LONDON AND STRAITS.

HONGKONG OBSERVATORY, June 14th

C. CONSIGNERS of Cargo are hereby informed

that all Goods are being landed at their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th July, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 16th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "MONFROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

HONGKONG, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "PESHAWUR."

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

HONGKONG, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "KARONGA."

Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 16th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "SARDINIA."

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ & STRAITS.

HONGKONG, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "TARANTO."

Captain Taranto, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 16th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 9th June, 1908.

NOTICE TO CONSIGNEES.

S.S. "SHILOH."

Captain Shiloh, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the